



## 25 SHRINERS KILLED IN WRECK

### BODIES SCALDED AND BURNED

Wreckage Caught Fire and Added to Horror and Confusion of Situation.

### EVERY PERSON IN DINER LOST THEIR LIFE

Isabella Special Running as a Section of the Northbound "Coaster" Ran Into Drifted Sand or Improperly Placed Switch and Engine and Pullmans Piled in Wreckage.

### WAS LOADED WITH EASTERN SHRINERS RETURNING HOME

DOCTORS AND NURSES ON SPECIAL TRAINS WERE RUSHED TO SCENE OF WRECK FROM SANTA BARBARA AND SAN LUIS OBISPO—TWO CARLOADS OF DEAD AND WOUNDED WERE HURRIED TO SAN LUIS OBISPO.

SANTA BARBARA, Cal., May 11.—At least 25 persons are believed to have perished in a disastrous wreck on the coast line of the Southern Pacific this afternoon, when the special train carrying three delegations of Eastern Shriners were returning from a week of merrymaking at Los Angeles, left the track at Honda, a station 59 miles north of here, and piled up on the sandy beach. Engine, tender, baggage car and diner, with three coaches, are heaped in hopeless confusion, and terror was added by the wreckage taking fire, although the flames were quickly extinguished by the surviving passengers and trainmen. Many were scalded and burned while buried beneath the shattered cars.

From north and south aid was rushed at once by special trains. Doctors and nurses from Santa Barbara and San Luis Obispo, raced to the scene of the wreck. Two carloads of dead and wounded were hurried into San Luis Obispo shortly before 9 o'clock, and while the bodies of the dead turned over to a volunteer corps of Masons, who had learned of the disaster to their brethren the injured were hurried to hospitals and private houses where cots and beds were awaiting their coming and where the doctors and nurses were immediately in attendance. The wrecked train which constituted a portion of No. 1, of the north-bound "Coaster" left Santa Barbara at 12:10. While travelling on the schedule of the regular train, it was actually a special known as the Isabella special and carrying among others, representatives of the Rajah Temple of Reading, Pa., Isabella Temple of Buffalo, N. Y., and Al Koran Temple of Cleveland, Ohio. While it is probable that delegates from other portions of New York were aboard the train, it is known that there are none of New York City and the list of dead shows

that a majority of the victims were from Reading.

Two irreconcilable statements have been made as to the cause of the wreck. In one it is said that drifting sand along the track formed an obstruction with which the engine of the Isabella Special collided. The other report, which was received just before midnight, from Lompoc, ascribes the disaster to a switch rail, broken or improperly placed. According to the Lompoc correspondent who viewed the wreck and obtained the statements of the survivors the engine was traveling at the rate of 50 miles an hour, struck three projecting points of a switch rail, ran along the rail for about 40 feet and then bumped over the ties for over a dozen yards, finally plunging into the ditch.

The tender was flung over the engine by the cars behind. The baggage car and diner, which was evidently the second car, plunged under and over the engine, an following these were two heavy Pullman sleepers. The greatest loss of life occurred in the diner, which seems to have been filled with passengers. Not a person in this car escaped death. The doomed passengers were carried into close contact with the engine, buried under the cars that came behind and for the most part were scalded to death. The bodies were taken to San Luis Obispo an are almost without exception horribly mutilated and nearly all are unrecognizable.

Following are the dead so far as known: S. A. Wasson, Buffalo; Mrs. Fisher, Cleveland; Miss Young, Cleveland; Charles Lowing, Buffalo; Austin, tourist agent in charge Buffalo Shriners; J. D. Hipple, Reading, Pa.; Potentate of Rajah Temple; V. Stoffe, Reading; Harry Hendle, Reading; George Hagerman, Reading; Henry Slotz, Reading; Harry Miller, Reading; A. L.

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MAIN DECK OF THE WHANG HO.

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 SECOND SOUTHERN PACIFIC WRECK.  
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 EL PASO, Texas, May 11.—Word has been received that the west-bound passenger train on the Southern Pacific which left there this afternoon has been wrecked near Lordsburg, N. M. Five people are said to be killed and many are injured. Particulars have not yet been received. A wrecking train with several surgeons left there at 11:35 for the scene of the wreck.  
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CASE UNDER ADVISEMENT.  
 Judge Adams' Decision of Pierce Habeas Corpus Writ on May 15.

ST. LOUIS, May 11.—After hearing arguments today in the United States Circuit Court concerning a habeas corpus writ, applied for by counsel representing H. Clay Pierce, chairman of the board of directors of the Waters-Pierce Oil Company, to prevent him from being taken to Texas to answer an indictment charging Pierce with having committed perjury in making an affidavit at Austin, Texas, in May, 1906, Federal Judge Adams late today took the case under advisement until May 15. Sheriff Mathews of Austin sat in the court room today ready to take Pierce into custody and start to Texas with him tonight in case Judge Adams denied the writ.

CARS WERE RUN ON TWO LINES  
 Cars Operated By Non-Union Men Carry Over a Thousand Passengers.

GOVERNOR GILLETTE PERSONALLY INVESTIGATES TROUBLE  
 GOVERNOR ON ARRIVAL HELD CONFERENCE WITH THE MAYOR AND OTHER NOTABLES—SAW CAR BOMBARDED WITH BRICKS BY UNION SYMPATHIZERS—RAILWAY OFFICIALS ARE NOT ELATED OVER SHOWING POLICE FORCE NOT ADEQUATE TO GUARD ENTIRE SYSTEM.

SAN FRANCISCO, May 11.—For the first time since the commencement of the streetcar strike a week ago the United Railroads, today operated cars in passenger traffic. During the late hours of the forenoon and until five o'clock in the evening, about 1000 men and women were carried. Only two of the 20 lines composing the system were operated on the Sutter street lines. A hundred and twenty-five non-union motormen and conductors manned the cars. About 500 police, a few of them mounted, guarded the streets over which the cars were operated. Acts of violence occurred at various points during the day and hoots and jeers were mingled with cheers and shouts of approval, but no serious outbreaks featured this first actual attempt to resume operation of the cars. Nevertheless the officials of the company expressed no elation at the day's results. They say if it required 500 policemen to make possible the carrying of 25 cars over two miles of track, they have no great hope that the 700

### JUNK WHANG HO IN TROUBLE

Hawser Parts As the Junk Attempted to Cross the Columbia Bar in Tow.

### DRIFTS BACK AND FINDS SAFE ANCHORAGE

Has Good Trip Up From San Francisco in Spite of Rough Weather.—Comes Up at Half Speed in Tow of South Bay Will Arrive in the Morning.

### FOUR MEN ON BOARD CAPABLE OF MANAGING HER IN SAFETY

MIZZEN MAST GOES BY THE BOARD BUT STILL HAS TWO MASTS LEFT—IS EQUIPPED WITH GRASS MATTING SALES AND HAS ON ARMAMENT OF EIGHT GUNS—SOUTH BAY WILL GO TO HER ASSISTANCE THIS MORNING AND TOW HER INTO HARBOR.

The celebrated Chinese war junk, Whang Ho, which left San Francisco Tuesday evening for this port, in tow of the steamer South Bay, arrived off the mouth of the Columbia River yesterday morning, after waiting for the bar to quiet down at 5 o'clock last evening the South Bay with her tow headed in. When well on the bar the hawser, which was towing her, snapped in two and one of her three masts fell. There was an off-shore breeze blowing and the junk drifted back out to sea towards the north. The South Bay being unable to tow around on the bar and having passengers aboard and thinking she was in no immediate danger, came on in and is now lying at the Callender dock. At 7 o'clock Weather Observer Kelliker, at North Head, telephoned the Astorian that she was off McKenzie Head and drifting slowly to the north and would probably go ashore on Long Beach. Shortly afterwards word was received that she had dropped her anchor and was riding easy. This was confirmed at 10 o'clock by Captain Stewart of the life-saving crew; also that the sea was moderating and that he thought she would safely ride out the night.

The junk made the trip up from San Francisco in good shape in spite of the stormy weather. She was a little unmanageable on account of her rudder, which is not as efficient as it should be. The trip was made at half speed and no injury was done the junk until the bar here was reached. There, on account of the rough water and the rolling of the ship, one of her masts went by the board. Before this accident all of her three masts were in sound condition, although they are practically unsupported by stays of

any kind.

The Whang Ho has a crew of four men, all experienced sailors, and should be able to take care of herself. This morning at 7 o'clock the South Bay will leave out to pick up her tow and if everything goes well should have her at the Callender dock at 12 o'clock.

Description of Whang Ho.  
 The Whang Ho is a regulation Chinese war junk, built in China by Chinese labor and was sailed across the Pacific Ocean. Her hull is of wood of typical Chinese construction. She has double bows with painted dragon eyes. She has a copper bottom and is 121 feet long by 24 feet beam and draws eight feet. She has three masts rigged with grass matting sails and is a very fast sailer, being built to engage in the business of exterminating pirates off the Chinese coast.

The cabin is furnished in Mandarin style with hardwood furniture inlaid with bone, pearl and marble.

She is armed with eight cannon which are able to do business in case of necessity but no powder is carried on board. The Whang Ho also carries an assortment of small arms, including many antique swords and spears.

The whole vessel is decorated in bright colors and presents a very gay appearance. The interior of the stern is used as a joss house.

YESTERDAY'S BASEBALL SCORES.  
 Coast League.  
 At Los Angeles—Los Angeles 3, San Francisco 4.  
 At San Francisco—Oakland 4, Portland 2.  
 Northwest League.  
 At Seattle—Seattle 5, Vancouver 6.

### HUGHES MAKES ADDRESS IS NOT A CANDIDATE

NEW YORK, May 11.—Governor Hughes is not, according to a statement made by him tonight, a candidate for political honors higher than he now has. In an address before the Brooklyn Young Republican Club, Governor Hughes declared he asked nothing so far as he was personally concerned, as he knew enough about the cares of public life not to cherish any illusions on the subject.

He wished, however, to see the Republican party redeem its pledges and live up to its opportunities. Unusual interest was attached to Governor Hughes utterances tonight in view of the motion by ex-Governor Odell at the Republican state committee meeting today endorsing Hughes for President. The motion was promptly tabled but it was through that proper Hughes should refer to the incident in his address. His disclaimer of personal ambition however was the only remark that could possibly be applied to the subject. Hughes spoke in favor of the public service bill now before the legislature. The people demanded the bill, he said, and it was the Republican party's duty to pass it.

### SCHOOL GIRL ASSAULTED IN HEART OF OLYMPIA.

OLYMPIA, Wash., May 11.—C. A. Durphey, of Spokane, is in the county jail, charged with a dastardly crime. Last night about 10 o'clock he assaulted Hope Yantis, 17-year-old daughter of a well known family, who was on her way home from night school, and who was walking along Main street, in the chief residence section. The girl was choked into insensibility, but her first cries were heard by a woman living near, who telephoned the police. Officers responded promptly, found Durphey still there, arrested him and then resuscitated the unconscious girl and took her home.

Miss Yantis' throat is terribly bruised and swollen from choking and she suffers greatly from the shock, but the attending physician says she will recover. Durphey is about 26 years old and was a resident of Spokane 14 years before coming to this county in January. He has been working on a farm near here until two days ago, when he came to the city. Durphey is married to the daughter of D. J. Kelley, a Seattle real estate man. His wife this morning left here for Seattle, but refused to see her husband at the jail before she departed, although identifying articles found in his possession. Durphey's step-father, D. W. Hicks, is a farmer living about 12 miles from Spokane.

There is a great deal of talk of lynching the prisoner, but the arresting officers deny this.